

## MONTANA IN GRIP OF COLD WAVE

HELENA, Mont., Nov. 10.—Montana is pretty well blanketed by a cold wave, extending from Canada on the north to Sheridan, Wyo., on the south and from the main range eastward to Dakota. The weather prediction is that the below zero weather will hang on for another 48 hours, probably embellished with snow tonight and Saturday.

Have was not the coldest place in Montana during the 24 hours period ending at 6 o'clock this morning. That honor falls to the station at the Chesman reservoir, tucked away on the main range 20 miles west of Helena, where the mercury crawled to 20 below. At Calgary it is 22 below. Other minimum Montana temperatures during the last 24 hours are as follows:

Helena, 2 below; Havre, 16 below; Kalispell, zero; Butte, 10 to 15 below; Great Falls, 6 below; Missoula, zero; Williston, N. D., 1 below.

### STREET CAR SIGNS MUST GO.

It looks as if the street car and other defacing advertisements must all go, in the light of a recent, far-reaching decision of the United States supreme court. New York city has an ordinance that no advertising trucks, vans or wagons shall be allowed on its streets under a penalty of \$10 for each offense. Under this ordinance the authorities sought to restrain the corporation operating stages on Fifth avenue from displaying

## FIRST NATIONAL BANK OF OGDEN, UTAH

U. S. DEPOSITARY.  
Capital and Undivided Profits \$275,000.00.

David Eccles, Pres.  
G. M. Tribe, Vice-Pres.  
John Watson, Vice-Pres.  
M. S. Browning, Vice-Pres.  
John Pingree, Cashier.  
Jas. F. Burton, Asst. Cashier.

## CRIPPLED SHOE SPECIALIST

No matter what they look like you will get them back new.



In 15 minutes  
OGDEN SHOE  
REPAIR FACTORY  
333 24th Street.

## Vienna Cafe

322 Twenty fifth St.  
Special Dinner ..... 25c

Lunch from 11 a. m. to 4 p. m.  
Dinner from 4 to 8 p. m.

Lee, Poon & Tom, Managers

## OGDEN TURF EXCHANGE

326 25th street.

Wires to all tracks on all Sporting Events.

## DOWNS' NEW COFFEE HOUSE

Now Open for Business.  
Tables for Ladies, Men and Clean.  
310 25th.

## F. S. Peery, REAL ESTATE

INSURANCE—423 24TH ST.  
BOTH PHONES 60.

## H. F. UPP

THE GRANT AVE. JEWELER  
The best repairing at the most reasonable rates. Everything guaranteed. We handle a complete line of jewelry.

## Big C

A safe and reliable remedy for the treatment of all minor ailments, such as colds, coughs, sore throats, stomach troubles, etc.

AT DRUGGISTS \$1  
10¢ per bottle  
The Evans Chemical Co.  
Chicago, Ill.  
U.S.A.

## Every Woman

is interested and worried about the wonderful MARVEL Whirling Spray. It is a new and powerful remedy for all women's ailments, such as irregular menstruation, pain, etc.

For sale at  
BACON PHARMACY.  
Mail orders solicited.

## CHICHESTER'S PILLS

THE DIAMOND BRAND  
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in their original wrapper. They are the best and most reliable medicine for all women's ailments, such as irregular menstruation, pain, etc.

ing advertisements on the outside of its buses. The court of appeals of the state held that the use of stages for advertising purposes was not a necessary or essential incident of the company's franchise, giving it the right to carry passengers. Appealed to the United States supreme court, the decision of the lower court was affirmed. Justice McKenna in his opinion holding that if the right claimed by the Fifth avenue stage company actually existed, it existed also in the case of all wagon owners, and there might be such a fantastic panorama on the streets of New York that objection to it could not be said to have prompting only an exaggerated esthetic sense. The ordinance does not interfere with business notices on ordinary business wagons when engaged in the regular work of the owner and not principally for advertising purposes—Frank Leslie.

### AN UNDOUBTED SUCCESS

"How is the new filling system?" Success asked the agent of the merchant to whom he had sold a "system" a few days before.  
"Great!" said the merchant.  
"Good!" said the agent, rubbing his hands. "And how is business?"  
"Business?" echoed the merchant. "Oh, we have topped business to attention the filling system."—Everybody's.

### WHAT WE PAY IN HUMAN LIVES FOR RAILROAD SPEED

Thousands Killed Annually in Rush to Make Up Lost Time on America's Defective Railways

That the American railroad is not equipped for safety and that the chief source of the American railroad peril is defective equipment is the amazing statement made by Charles Edward Russell in the Hampton-Columbia Magazine in an article entitled, "Speed, The Price We Pay in Lives for a Thing We Do Not Get." In the last ten years the American railroads have killed and injured more persons, the writer says, than were killed and injured in the entire Civil War, one of the bloodiest wars in history. Here is a list of the persons killed in each million of passengers carried on the six leading railroad countries of the world:

France ..... .02 in each million  
Belgium ..... .05 " " " "  
Austria ..... .07 " " " "  
Great Britain and " " " "  
Ireland ..... .07 " " " "  
Germany ..... .07 " " " "  
United States ..... .51 " " " "

Regarding the poor equipment, the writer says:

"Our railroads were thrown together in mad haste and with but one idea. The projectors had invested money in them, with an insane avidity they wanted to get something to run wheels upon, that they might have immediate profits. In the result of that purpose the death lists have been multiplied and the country has been spotted with the maimed and the halt."

"Among the clumsy and barbarous contrivances that resulted from this mad craving for instantaneous profits is the crossing of other railroads and of public highways at the grade. It is a staggering fact to contemplate, but after all these years and all the modern development of business, this murderous practice is still the rule and safer crossings are the exception. I do not know how many grade crossings there are in the United States, but the number must exceed a million. Not alone country roads are crossed in this hazardous manner, but with very few exceptions our railroads enter and leave all towns an even cities at the level of the streets."

"When one reflects that this is still the case in New York City, where a railroad occupies a long, busy and crowded avenue in a populous region; in bustling, growing cities like Syracuse and Denver, and in thousands of progressive towns of smaller size; and that no agitation nor effort avails to abolish these anomalies, one is tempted to despair of the whole situation. If the people of an old, established and highly civilized community like Syracuse are willing to have express trains hurtling every few minutes across their principal streets, the hope seems slight that the whole country will ever be sufficiently aroused to demand railroad safety."

In defense of the engineers who, if they are not killed, are thrown in jail after the wreck, the article says: "It is but shallow to blame the engineers for these things, they are but the victims, and often the protesting, unwilling victims, of the system. The track facilities are too small, the single track will not carry the traffic, the engineers are required to do the impossible, the first requisite is that by taking appalling chances they shall overcome the deficiencies of equipment and get through according to schedule. So they bang ahead, sometimes in safety and sometimes rolled up in a rear-end collision in which their own escape is practically impossible. It is dreadful business; but it is railroading as conducted in the United States."

On the 11th of this year one of the famous fast express trains of the country was wrecked under conditions that illustrate all of these comments. The engineer ran through his signals, but it appeared from the testimony that he was behind time and a circular issued the day before to engineers by the district superintendent reproved them for not making up lost time. There appeared to be no proof for disregarding signals when necessary to make up time.

"The construction of the road was so obviously faulty that the corner went to the unusual length of condemning it, placing upon it the chief responsibility for the accident. There was a 'cross-over' at an angle too short for safety, yet over that death trap passed every day scores of fast and crowded trains. A 'rule' of the company forbade engineers to take this 'cross-over' at a high rate of speed, but the testimony showed one of these facts, understood, that where trains were delayed, time might be made up by violating just such rules."

"In this particular accident fourteen persons were killed and forty mangled. The railroad is one of the oldest in the United States; also one of the best reputed and most heavily capitalized. Sometimes there is another reason why the engineer runs through the signals. He does not see them because he is physically too exhausted to see them. He has been on duty so long that his faculties are numb and he is dazed and incapable. Then some day he goes under a signal that is really significant and with some of his passengers he is crushed in a wreck."

"In all the discussions of this subject, nobody seems to write the engineer's side. Yet, after all, he being most exposed to the resulting perils,

this view ought really to come first. If you could get it free from the ban of concealment that his employment lays upon him, you would have something that would open your eyes."

### EFFECT OF DEPRECIATION OF GOLD

The position of the national debt is this: At present it represents, roughly, 5 per cent of the capital assets of our community; this proportion of the whole belongs to the nation's creditors. But if prices suddenly doubled from any cause it is clear that the debt would then represent 2 1/2 per cent of the assets of the country, and the proprietors of the consolidated debt would, although still mortgagees for the same number of sovereigns as before, be just 50 per cent worse off. And it is this, and as yet only half recognized, the financial revolution which is really at this time going on around us. Prices have advanced nearly 30 per cent since 1896, and this prodigious "depreciation of gold," as the professor terms it, has just as really reduced the burden of the national debt as though with prices stable on having paid off two hundred millions sterling. And it is why Jevons described the rise of prices in the '90s as a violation of the national debt. That debt represents a portion of the wealth and the products of the community. The steel-maker pays his proportion of the interest charges and the sinking fund by the sale of his steel, the farmer by the sale of his wheat and wool. If steel and wheat and wool have advanced 30 per cent since 1896 then the taxpayers are relieved to that extent, while the creditor who is being paid in a depreciated currency is impoverished.

In the case of great debtor countries, I am thinking of the American and Canadian prairie states, of the new proprietary body in Ireland who pay their fixed installments by selling produce for sovereigns; of that prodigiously indebted community, Australia; in all these cases the relief afforded by the advance of prices is to the detriment of the new day. Australasia's external public and private loans—loans raised chiefly in England—are at least five hundred millions sterling, and I think I am not far wrong in estimating that the advance since 1896 in the price of one single export, namely wool, liquidates the whole obligation of her annual interest on this vast sum. In other words, the rise in the price of wool has in fifteen years emancipated Australasia from debt.

So recently as 1874 the world's production of gold was only \$18,000,000, almost the whole of which Sotheby showed was consumed in the arts and manufactures, while for the current year it will be \$100,000,000. It is possible that these vast supplies could fail to inflate our currencies and raise our prices? John Stuart Mill says that "an increase in the quantity of money raises prices and a diminution lowers them, is the most elementary proposition in the theory of currency, and without it we should have no key to any of the others." Not only are the world's currency conditions today such as to justify and explain the great rise of prices in gold standard countries, but the conditions of future supply—the amazing masses of the yellow metal "in sight" in the mines—makes a vast further advance of prices during the next quarter of a century inevitable. During the next years to come it is quite certain that consols will continue very "unfashionable," and the greatest care and consideration in legislation should be shown, not only to the nation's creditors, but to the entire creditor and mortgagee interests—Moretown Freeman in London Post.

### ITALY AN OVER-CROWDED COUNTRY

In the statistics which have appeared since the Tripolitan war began there has been much emphasis on comparisons between the two combatants, but the Italian Cabinet which voted the war was deeply concerned in a comparison of Italy's economic situation with that of her European neighbors. Italy is much more densely populated than France, Austria or Germany, and the density of her population has steadily increased in spite of a net loss through emigration of 30,000 a year. The moderately fertile soil of Italy supports 115 inhabitants per kilometer, whereas the well-tilled soil of Germany needs to care for only 144, and France for only 73. To maintain her constantly increasing population Italy's wealth would need to grow in the same proportion. But there has been no such increase during the war. The Journal des Economistes of Paris gives the following statistics as to the

### LEGAL.

#### NOTICE OF ASSESSMENT.

California Buck Horn Gold Mining Co. Principal place of business, Ogden, Utah.  
Notice is hereby given that at a meeting of the shareholders of the California Buck Horn Gold Mining Company, held on the 12th day of October, 1911, an assessment of one half cent per share was levied on the capital stock of the said corporation, payable forthwith to the Treasurer of said corporation, R. A. Moyes, at the National National Bank in said City of Ogden, County of Weber, State of Utah. Any stock upon which this assessment may remain unpaid on the 14th day of November, 1911, will be delinquent and advertised for sale at public auction and unless payment is made before will be sold on the 14th day of December, 1911, to pay the delinquent assessment together with the costs of advertising and expense of sale. Dated this 13th day of October, 1911. C. D. IVES, Secretary of the California Buck Horn Gold Mining Company. Office 350 Twenty-fifth Street, Ogden, Utah.

### FRATERNAL SOCIETIES

#### ODD FELLOWS.

Ogden Lodge No. 5, Independent Order of Odd Fellows, meets in I. O. O. F. Hall every Tuesday evening. Visiting brothers cordially invited to be present.

T. W. JONES, Noble Grand.  
HENRY JISSEL, Secretary.

#### QUEEN CITY REBEKAH LODGE NO. 4.

O. O. F. meets second and fourth Friday evenings at Odd Fellows' Hall, visiting members invited.

AMANDA JENKINS, N. G.  
KATE HOWE, Rec. Sec.

#### LOYAL ORDER OF MOOSE.

Loyal Order of Moose, Ogden Lodge No. 311, meets every Friday evening at 8:00 p. m., Eagles' Hall.

A. T. HESTMARK, D. C.  
P. F. KIRKENDALL, Sec'y.

wealth per inhabitant in the different European countries: England, 6900 francs; France, 6560 francs; Germany, 2840 francs; Austria-Hungary, 1960 francs, and Italy is at the bottom of the list with 1600 francs. Applying this calculation to the sum of wages apportioned among families of five persons living by their own work it appears that a family of five persons would earn 3310 francs a year in England and 835 francs in Italy, a startling contrast of economic conditions. The Italian land tax is four times as large as that over the rest of Europe, and 24 per cent of the income from the land is absorbed by the tax gatherers. These figures explain the poverty and ignorance of a large part of Italy's population and indicate why she seeks territory beyond her borders.

Tripoli, then, is a more tempting prize than casual observation would deduce, and Italy is in a more desperate economic situation than generally supposed. These two factors taken together may help to explain why she braves the dangers of her present undertakings.—Boston Herald.

### GREAT SLAUGHTER SALE

On all millinery, both trimmed and untrimmed. Stafford Millinery Co. 237 Washington Ave.

## SALT LAKE & OGDEN ELECTRIC RAILWAY

Time Table effective Aug. 20, 1911.

Trains leave Ogden.  
6:15 a. m., 7:30 a. m., 9:00 a. m., 10:00 a. m., 11:00 a. m., 12:00 noon, 1:30 p. m., 2:00 p. m., 3:00 p. m., 4:00 p. m., 5:00 p. m., 6:00 p. m., 7:00 p. m., 8:00 p. m., 9:00 p. m., 10:30 p. m., 11:45 p. m.  
Call "Bamberger Express," Bell 490, Ind. 2009, for quick and careful service.

## Electric Way Between Ogden and Brigham

Leaves O. R. T. Depot, 2373 Washington Ave.

Twelve Trains Each Way Daily.

6:25 a. m., 7:30 a. m., 9:00 a. m., 10:30 a. m., 12:00 noon, 1:30 p. m., 2:00 p. m., 3:00 p. m., 4:00 p. m., 5:00 p. m., 6:00 p. m., 7:00 p. m., 8:00 p. m., 9:00 p. m., 10:15 p. m., 11:10 p. m.

Cars leave Brigham same time as above, with the exception of last trip, which is 10:30 p. m.

J. W. BAILEY, SUPT.

OGDEN CANYON SCHEDULE.

Effective Sept. 22nd, 1911.

Leave the Union Depot at 9:00 a. m., 10:20 a. m., 11:40 a. m., 1:00 p. m., 2:20 p. m., 3:40 p. m., 5:00 p. m., 7:40 p. m., 9:00 p. m., last car.

Leave the Hornbluff at 9:40 a. m., 11:00 a. m., 12:20 p. m., 1:40 p. m., 3:00 p. m., 4:20 p. m., 5:40 p. m., 7:00 p. m., 8:20 p. m., last car.

## UNION DEPOT TIME CARD

EFFECTIVE OCT. 25, 1911.

(Mountain Time.)

### UNION PACIFIC R. R. CO.

No. Eastbound. Depart.

20 Mail and Express ..... 8:30 a. m.  
10 Fast Mail ..... 8:35 a. m.  
2 Overland Limited ..... 1:05 p. m.  
8 Los Angeles Limited ..... 1:10 p. m.  
4 Atlantic Express ..... 6:50 p. m.

No. Westbound. Arrive.

3 California Express ..... 6:30 a. m.  
9 Fast Mail ..... 11:17 a. m.  
6 Local Passenger ..... 11:29 a. m.  
1 Overland Limited ..... 1:59 p. m.  
7 Los Angeles Limited ..... 8:35 p. m.

### OREGON SHORT LINE R. R. CO.

No. North of Ogden. Depart.

1 Butte-Portland Express ..... 2:15 a. m.  
12 Motor, B'gm to S. Lake ..... 8:25 a. m.  
21 Motor, S. Lake to B'gm ..... 10:00 a. m.  
3 Butte and Portland Exp ..... 4:04 p. m.  
11 Cache Val-Malad Local ..... 5:25 p. m.  
27 Motor, S. Lake to B'gm ..... 7:05 p. m.

No. North of Ogden. Arrive.

22 Motor, B'gm to S. Lake ..... 8:25 a. m.  
2 Butte and Portland Exp ..... 9:10 a. m.  
12 Cache Val-Malad Local ..... 10:20 a. m.  
4 Seattle-Butte Special ..... 3:35 p. m.  
13 Malad-Idaho Motor ..... 4:49 p. m.  
38 Motor, B'gm to S. Lake ..... 7:05 p. m.  
14 Utah-Idaho Express ..... 8:55 p. m.

No. South of Ogden. Depart.

20 Local, Salt Lake ..... 7:05 a. m.  
22 Motor, B'gm to S. Lake ..... 8:35 a. m.  
2 From Seattle, Butte ..... 9:20 a. m.  
12 Cache Val-Malad Local ..... 10:20 a. m.  
24 Local, Salt Lake ..... 11:40 a. m.  
32 Local ..... 1:05 p. m.  
34 Local for Salt Lake ..... 2:15 p. m.  
8 Los Angeles Limited ..... 3:50 p. m.  
4 From Seattle, Portland ..... 3:55 p. m.  
36 Pacific Exp. for S. Lake ..... 5:50 p. m.  
38 Motor, B'gm to S. Lake ..... 7:05 p. m.  
14 Idaho-Utah Express ..... 9:05 p. m.

No. South of Ogden. Arrive.

1 Butte-Portland Express ..... 12:50 a. m.  
19 Atlantic Express ..... 8:10 a. m.  
13 Utah-Idaho Express ..... 9:00 a. m.  
21 Motor, S. Lake to B'gm ..... 9:55 a. m.  
23 Local ..... 11:05 a. m.  
31 Local ..... 12:45 p. m.  
7 Los Angeles Limited ..... 12:54 p. m.  
32 Local ..... 2:05 p. m.  
3 Butte and Portland Exp ..... 3:45 p. m.  
11 Cache Val-Malad Local ..... 5:20 p. m.  
35 Local from Salt Lake ..... 6:20 p. m.  
27 Motor, S. Lake to B'gm ..... 6:55 p. m.

### DENVER & RIO GRANDE R. R.

No. Depart.

6 Express for the East ..... 7:00 a. m.  
10 To Salt Lake ..... 9:00 a. m.  
12 To Salt Lake ..... 1:15 p. m.  
2 Atlantic Express ..... 3:00 p. m.  
4 Atlantic Express ..... 6:00 p. m.

No. Arrive.

9 Local from Salt Lake ..... 11:25 a. m.  
3 Express from the East ..... 2:00 a. m.  
11 Limited from the East ..... 1:45 p. m.  
5 Chicago Ex. from East ..... 3:50 p. m.  
11 Local from San Pete ..... 7:40 p. m.

### SOUTHERN PACIFIC COMPANY.

No. Westbound. Depart.

3 Pacific Express ..... 7:10 a. m.  
9 Fast Mail ..... 11:57 a. m.  
1 Overland Limited ..... 2:15 p. m.  
6 Pacific Express ..... 4:20 p. m.

No. From West. Arrive.

6 Atlantic Express ..... 6:20 a. m.  
10 Fast Mail ..... 6:30 a. m.  
2 Overland Limited ..... 12:50 p. m.  
4 Atlantic Express ..... 6:45 p. m.

\*Daily except Sunday.

### FRATERNAL SOCIETIES

#### ROYAL ARCANUM.

Fraternity of order, insures men at low rates. Reserve fund over six million dollars. Rocky Mountain Council No. 637 convenes second and fourth Thursdays at I. O. O. F. Hall. R. C. WOTHERSPON, Regent. J. W. WOTHERSPON, Collector. GEO. B. ROBERTS, Secretary.

#### ORDER OF OWLS.

Ogden Nest, No. 1218, Order of Owls, meets every Thursday evening in Eagles' Hall, east of Reed hotel, at 8 o'clock. Visiting Brother Owls are invited to attend the Nest meetings. JAS. E. JENSEN, President. T. S. SHAW, Secretary.

#### FRATERNAL ORDER OF EAGLES.

Fraternity of Order of Eagles, Ogden Aerie No. 118, F. O. E., meets every Wednesday evening at Eagles' Hall, east of the Reed hotel, at 8 o'clock. Visiting brother Eagles are invited to attend the aerie meetings. Dues can be paid to Dr. Alice M. Ridge, M. D., 57-58 Lewis block. ELIZA PIGGOTT, G. N. 348 Twenty-eighth Street. MARIE CRITES, Clerk. 2781 Monroe Ave.

#### KNIGHTS OF PYTHIAS.

Ogden Lodge No. 2, Knights of Pythias, meets at Castle hall, Utah National Bank building, every Monday evening. All K. of P.'s requested to meet with us. L. E. SOMERVILLE, C. C. W. G. KIND, M. of E. W. L. UNDERWOOD, K. of R. & S.

#### WOMEN OF WOODCRAFT.

Women of Woodcraft, Ogden Circle No. 551, meets every Wednesday night at 8 o'clock, K. of P. Hall. Visiting neighbors invited. Dues can be paid to Dr. Alice M. Ridge, M. D., 57-58 Lewis block. ELIZA PIGGOTT, G. N. 348 Twenty-eighth Street. MARIE CRITES, Clerk. 2781 Monroe Ave.

#### BROTHERHOOD OF AMERICAN YEOMEN.

Ogden Homestead No. 1505 meets at 2 and 4 Tuesday evening at K. P. Hall. Visiting Archers are cordially invited to meet with us. W. S. O'BRIEN, Foreman. 2533 Gramercy Ave. O. E. WILLIAMS, Correspondent. 2214 Jackson Ave.

#### MASONIC.

Queen Esther Chapter No. 4, O. E. S., regular meetings held at Mason Hall, on Washington avenue between Twenty-fifth and Twenty-sixth streets the first and third Fridays of each month. Sojourning members cordially invited to attend. MRS. MARY H. STEVENS, W. M. MRS. CALLIE CAVE, Sec'y.

#### IMPROVED ORDER OF RED MEN.

Improved Order of Redmen, Hwa-watha Tribe No. 3, meets in Eagles' Hall, every first and third Monday evenings, at 5:00 p. m. Visiting chiefs cordially invited. J. G. CASEY, Sachem. E. R. GEIGER, C. of R. A. B. WRIGHT, C. of W.

#### MODERN WOODMEN OF AMERICA.

Utah Camp No. 999 meets every Tuesday night at 8 o'clock at Eagles' Hall, 25th St. Visiting members invited to meet with us. CARL C. RASMUSSEN, Counsel. J. H. SHAFER, Clerk.

#### WOODMEN OF THE WORLD.

Weber Camp No. 74 meets in K. of P. Hall in the Utah National Bank Bldg. every Thursday evening at 8 o'clock. Visiting Woodmen cordially invited to attend. J. D. HARRIS, C. C. E. A. THUR, Clerk. First National Bank Bldg.

#### ORDER OF RAILWAY CONDUCTORS.

Wasatch Division, No. 124, O. R. C., meets second and fourth Fridays at 2:30 p. m., in K. of P. Hall, corner Washington avenue and 24th street. All brothers are cordially invited to attend. GEO. ALLEN, C. C. D. L. BOYLE, S. and T.

#### ROYAL HIGHLANDERS.

The Royal Highlanders meet the first and third Mondays at Union Labor hall, 263 24th St. Visiting members cordially invited. DAYLE D. SMITH, I. P. ALICE COLLINS, Sec. and Treas.

#### LADIES OF THE MACCABEES.

Silver Hive No. 1, L. O. T. M., meets every Tuesday afternoon at 2:30 o'clock in Eagle Hall, 427 26th St. Visiting members are cordially invited to attend. MRS. ALMA LUDINGTON, I. C. MISS L. JENNIE PROUT, R. K.

#### ROYAL NEIGHBORS OF AMERICA.

Excelsior Camp No. 3240 meets every second and fourth Monday evenings of each month at the Eagles' Hall. Visiting members cordially invited. LILLIAN NEWTON, Recorder. Room 31, Lewis block.

#### BROTHERHOOD OF RAILWAY TRAINMEN.

Ogden Lodge No. 68 meets every Wednesday eve at 7:30 at Odd Fellows' Hall, No. 2416 Washington Ave. O. M. DAVIDSON, President. N. C. FREEMAN, Secretary. 2842 Pluegee Ave. 6-5-11

### Ogden Business Directory

Advertisements in this column cost 75c per line per month, payable in advance.

#### ATTORNEYS-AT-LAW

R. S. FARNSWORTH, Attorney-at-Law: 314 and 315 Eccles Building.

#### FIRE-PLACE REPAIRS

A. A. RICHTER, fire place repairs, mantels, grates and the floors. 322 24th St. Bell Phone 67N. 9-2-1m

#### HAIR GOODS

Mrs. C. E. Lee is ready to do your combings etc. Switches for sale 2602 Washington Ave. 11-11-X

## READ THIS!

### ADVERTISING PRICES

Want advertisements cost one cent per word